

entrants are appearing. Airtech Canada in Peterborough, Ontario, for example, is flight testing a yet-to-be-named Ultralight which has a new wing based on designs by NASA (the US National Aeronautics and Space Administration) and is promised for this year. The new Airtech project is unique in that the flight test program has been conducted using a three-metre wing span, radio-controlled model.

#### Airchair

Another new Canadian Ultralight, the *Airchair*, is being flight tested at Carp, near Ottawa, by the Powerair Development Corporation. The *Airchair* is a "pusher" with the engine and propeller mounted behind the pilot. Company president, Richard Manion, sees great market potential for a range of related products in China and is busy learning Mandarin. He is also convinced of the applicability of the *Airchair* to crop spraying where he quotes a potential saving of 90 per cent on the cost of leasing a conventional aircraft.

#### Zipper

The *Zipper*, with optional cockpit enclosure, is a new entrant from Zenair, of Nobleton, Ontario. The *Zipper's* hinged wings can be folded and secured in two minutes to allow road towing or for added security on the ground in strong winds.

The performance and foldability of the *Zipper* has attracted a US agricultural spraying equipment manufacturer who promises a large market but increased power is needed to carry the spray equip-



*Ultravia's Le Pélican has easily removable doors for quick ventilation.*

ment. A *Super Zipper* is, therefore, on the drawing board and it is intended to offer an integrated aircraft and spraying system complete with training program. Zenair's new flight training centre is already attracting customers for the *Zipper* and is also introducing potential buyers to the company's wide range of aircraft kits and the new factory-built, four-seat, *CH-400*.

#### Controls Relaxed

Considering the tight control maintained by the Department of Transport (DOT) over Canadian aircraft, Ultralights are remarkably free from certification requirements. While most aircraft must undergo a rigorous certification program, Ultralights only need to satisfy a formula based on wing loading and weight — which effectively limits performance and ensures slow and relatively safe operation.

All a novice pilot needs is a medical certificate, a Student Pilot's permit, a degree of aptitude and the use of an

Ultralight complete with a qualified instructor. A pass mark on DOT's straightforward examination and satisfaction of the minimum requirements will give the student an Ultralight Pilot's Licence.

Taking a friend for a flight is restricted by DOT's insistence that two occupants be allowed only when one is receiving instruction from a qualified instructor. Nevertheless, the two-seater is increasing in popularity due to both its training role and its ability to carry a larger payload.

What does the future hold for Ultralights? Enclosed cockpits appear to be in demand, although many pilots enjoy the experience of flying with the wind in their face. Performance is becoming more important so more attention will be paid to aerodynamics, composite materials and engine efficiency. Styling, pilot comfort and price will be increasingly important in the highly competitive Ultralight world.

*(Article from Canada Commerce.)*

#### Aid to victims of crime

The federal government has launched a co-ordinated effort to improve and increase services to victims of crime in Canada. The initiative follows the government's Throne Speech commitment to give more consideration to victims of crime.

Justice Minister Mark MacGuigan and Solicitor General Bob Kaplan said that an additional \$4.8 million over the next two years will be directed to help victims of crime deal more effectively with the consequences of their victimization and with the Canadian justice system.

Projects to assist victims and witnesses will be developed in co-operation with the provinces and will include financial and operational support to victims groups

and community organizations. The Ministry of the Solicitor General will concentrate on police-based services, the Department of Justice primarily on projects assisting victims and witnesses during the court process.

The two departments will participate in a federal-provincial working group on victims of crime, recently created to ensure exchange of information between the two levels of government.

Mr. MacGuigan announced that legal education materials focusing on the special needs of victims of crime will be developed by the Department of Justice. Local organizations will be supported in their efforts to produce legal education materials tailored to the special needs of their local communities. "This initiative complements the project and research ele-

ments of a two-year action plan to help victims of crime deal more effectively with Canada's system of justice," said Mr. MacGuigan.

Health and Welfare Minister Monique Bégin said that her department will step-up its program to help victims of violence, particularly family violence. The National Clearinghouse on Family Violence, already in operation for two years, will receive \$500 000 a year for the next three years to allow it to meet the heavy demand for information and expertise in the areas of wife assault, child abuse and abuse of the elderly.

An additional \$200 000 will be allocated to the Department's Mental Health Division to develop ways of helping victims cope with problems brought on by assault.